



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MCLEAN, New York | Accident Number: | NYC87LA219 |
| Date & Time: | August 7, 1987, 11:00 Local | Registration: | N3457X |
| Aircraft: | MOONEY M20C | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 5 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE AIRCRAFT HAD FLOWN FOR ABOUT 1-1/2 HOURS WHEN THE PILOT BEGAN A DESCENT FROM 12000 FEET FOR AN APPROACH. HOWEVER AT 3500 FEET, THE ENGINE SUDDENLY WENT FROM NORMAL CRUISE TO IDLE. AN EMERGENCY LANDING WAS MADE IN A CORN FIELD AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. UPON EXAMINATION OF THE AIRCRAFT AND ENGINE NO MALFUNCTION OR MECHANICAL FAILURE COULD BE FOUND. THE ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT. THE PILOT STATED THAT HE WAS TOO BUSY LOOKING FOR A PLACE TO LAND TO NOTICE THE ENGINE CONTROL POSITIONS OR INDICATIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Private | Age: | 38, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | June 10, 1987 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 333 hours (Total, all aircraft), 333 hours (Total, this make and model), 237 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | MOONEY | Registration: | N3457X |
| Model/Series: | M20C M20C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | L-419-36A |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | June 16, 1987 Annual | Certified Max Gross Wt.: | 2575 lbs |
| Time Since Last Inspection: | 2402 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2438 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-360-A1D |
| Registered Owner: | PETER G. LINDBLAD | Rated Power: | 180 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|--------------------------|---|---------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 10000 ft AGL | Visibility | 3 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 27°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | RANGLEY , ME | Type of Flight Plan Filed: | VFR |
| Destination: | JAMESTOWN , NY | Type of Clearance: | None |
| Departure Time: | 09:00 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|-------------|----------------------------------|----------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 0 ft / 0 ft | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 4 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 5 None | Latitude, Longitude: | 42.550754,-76.290954(est) |

Administrative Information

Investigator In Charge (IIC): Marcantelli, Vincent

Additional Participating Persons:

Original Publish Date: February 17, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30708>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).